C. A. WILLIAMS.

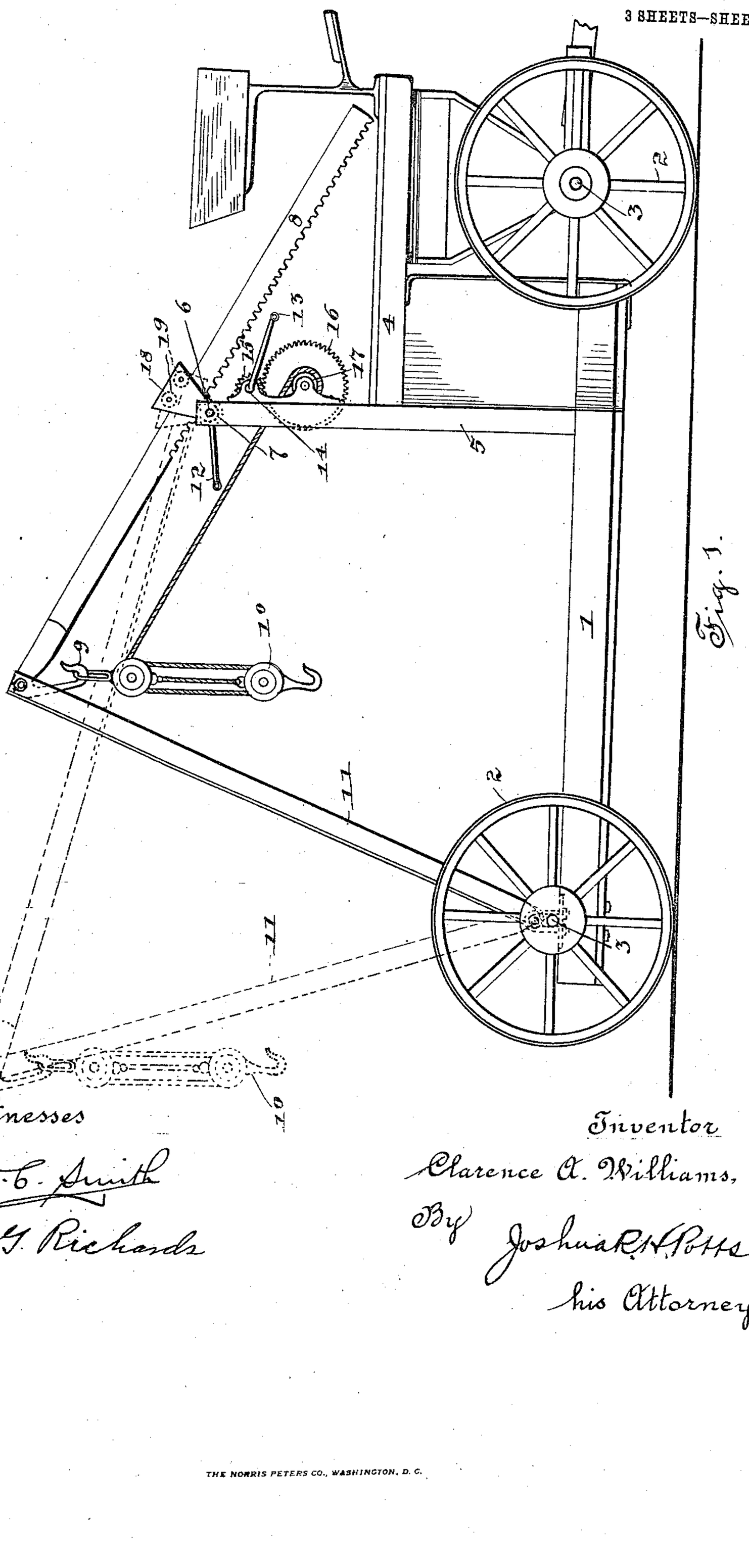
TRUCK.

APPLICATION FILED DEC. 29, 1909.

965,493.

Patented July 26, 1910.

3 SHEETS—SHEET 1.



Witnesses

W. C. Smith

B. F. Richards

Inventor

Clarence A. Williams,

By Joshua R. H. Potts

his Attorney.

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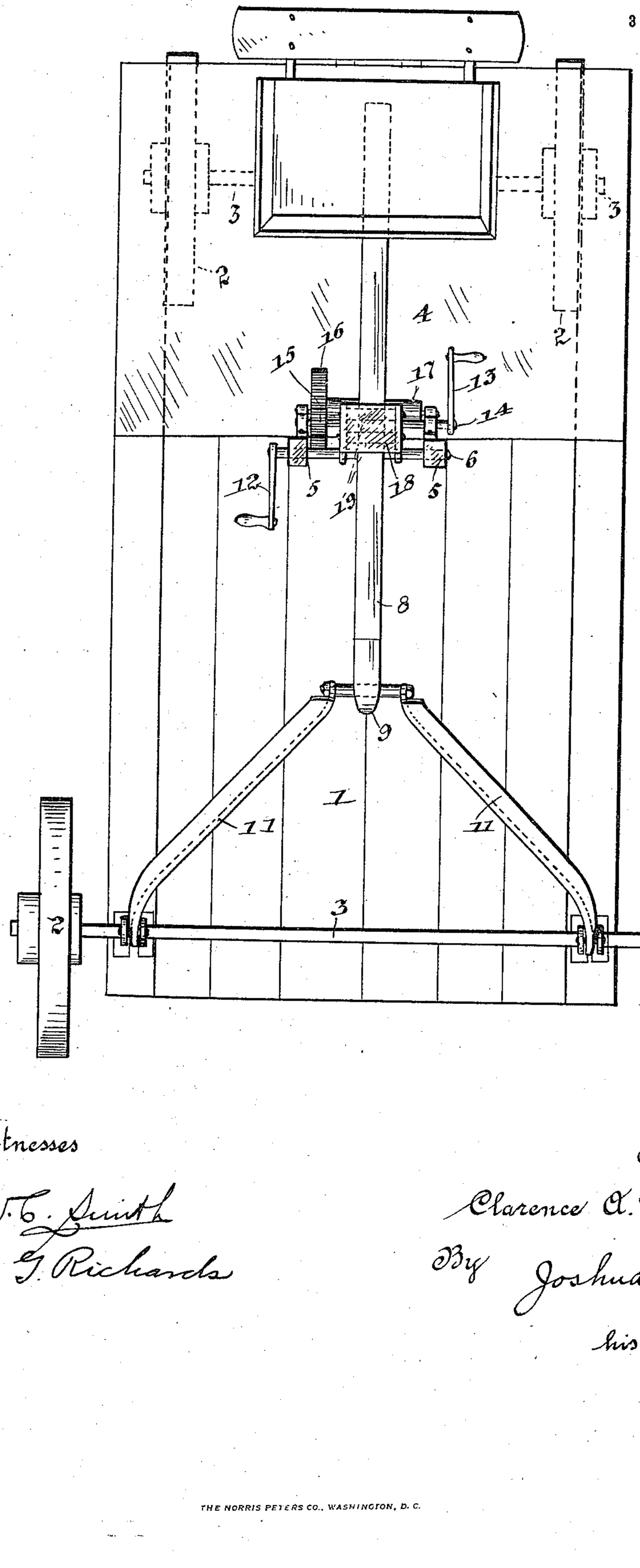

Fig. 2.

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3 SHEETS—SHEET 3.

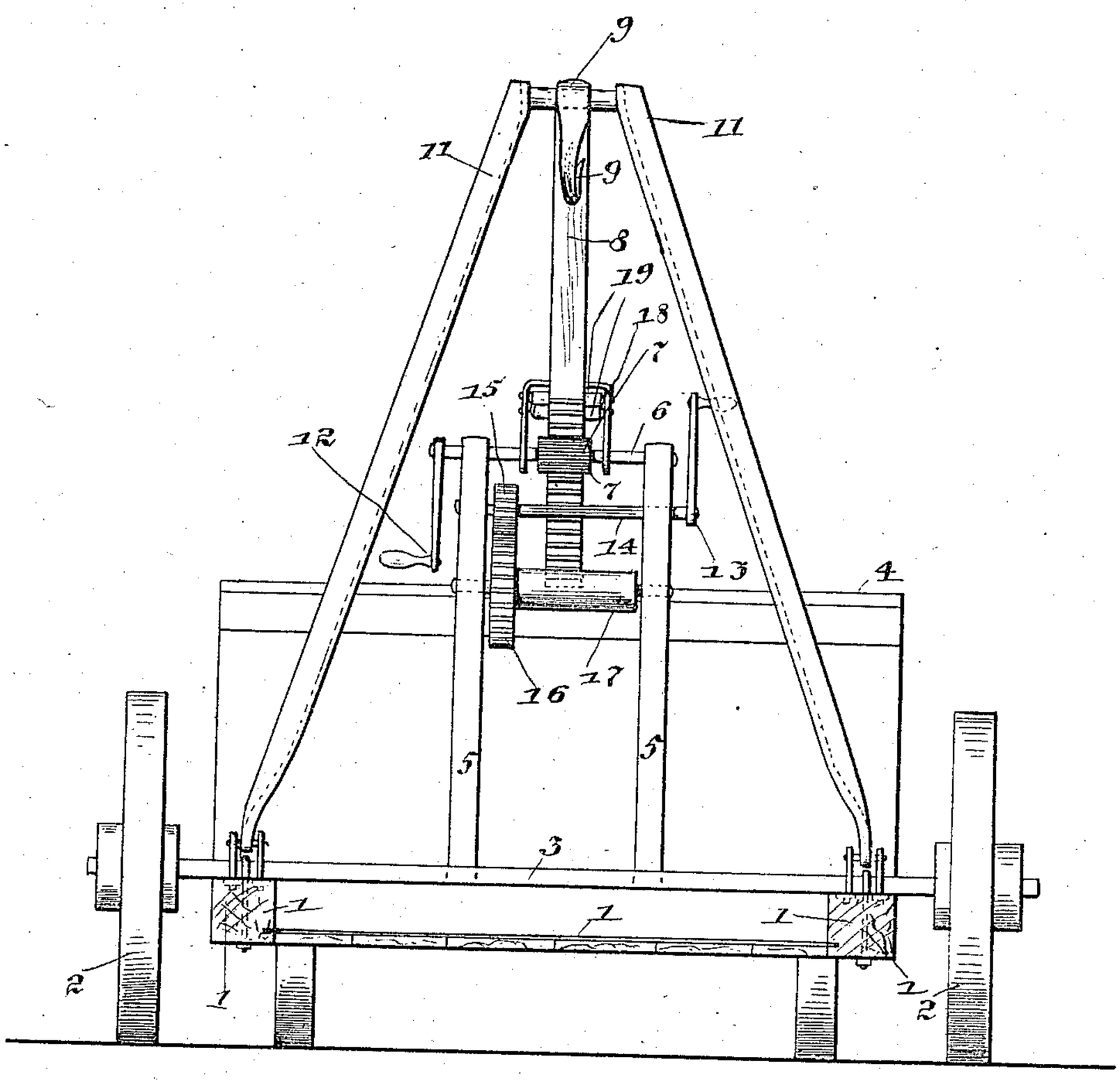

Fig. 3.

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his Attorney.

UNITED STATES PATENT OFFICE.

CLARENCE A. WILLIAMS, OF CHICAGO, ILLINOIS.

TRUCK.

965,493. Specification of Letters Patent. **Patented July 26, 1910.**

Application filed December 29, 1909. Serial No. 535,479.

To all whom it may concern:

Be it known that I, CLARENCE A. WILLIAMS, a citizen of the United States, and a resident of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Trucks, of which the following is a specification.

My invention relates to improvements in trucks, and more particularly to a truck having mechanism incorporated therein for loading and unloading the same, it being well known that without a means especially designed for loading and unloading such heavy objects as safes, pianos, or other heavy objects difficulty is often experienced, and it is therefore the object of this invention to provide suitable mechanism particularly adapted for the purpose stated.

A further object of my invention is to provide a hoisting mechanism which may be operated by persons standing on a platform provided in the truck.

Other objects will appear hereinafter.

With these objects in view my invention consists in the novel construction and arrangement of parts which will be hereinafter fully described and more particularly pointed out in the appended claims.

My invention will be more readily understood by reference to the accompanying drawings forming a part of this specification and in which,

Figure 1 is a side elevation of my improved truck, Fig. 2 is a top plan view thereof, and Fig. 3 is a rear elevation.

Referring now to the drawings, 1 designates a platform and 2 and 3 wheels and axles adapted to support the same, a forward elevated platform 4 being provided and connected to said platform by means of the vertically disposed posts 5. Mounted in the posts 5 adjacent the upper ends thereof is a crank operated shaft and pinion 6 and 7 respectively. Meshing with the pinion 7 and arranged above the same is a rack bar 8 adapted to move longtitudinally when the pinion 7 is rotated, and provided at the rear extremity of said rack bar is a depending hook 9 to which may be attached a block and tackle 10, the latter being provided with a hook to which objects may be attached when being hoisted. Pivoted to the rear of platform 1 is an upwardly extending frame 11 and to the upper extremity thereof the rack bar 8 is pivoted, so that when the latter is moved longitudinally the hook 9 is positioned either beyond the rear of the platform 1 or above the same. The shaft 6 is provided with a crank 12 by means of which it may be rotated by hand thus causing the movement of the rack bar 8. A crank 13 is secured to the shaft 14 which is mounted in posts 5 and constitutes the driving member of the windlass of which 15 is the driving pinion and 16 the driven gear, the drum 17 being secured to the same shaft as the gear 16 to receive the rope of the block and tackle 10. In order to maintain the rack bar 8 in mesh with the pinion 7 a U-shaped member 18 is provided having the ends thereof pivoted to the shaft 6 and adapted to swing freely on the same. Journaled in the U-shaped member 18 are rollers 19 which are adapted to engage the top side of the rack bar 8 and hold said U-shaped member in proper relative position therewith. Thus whatever position the frame 11 may assume the rack bar 8 is always in proper mesh with the pinion 7.

The operation of the device is as follows. Assuming that the object be at the rear of the truck and attached to the hook of the block and tackle 10, then the crank 12 is operated by hand which draws the frame 11 forwardly together with the object attached to the block and tackle. Then the windlass which is under the control of another person is operated in such a manner that the object is lowered and deposited on the platform 1. To unload the truck the operation is similar but in a reverse direction.

While I have shown what I deem to be the preferable form of my improved truck, I do not wish to be limited thereto as there might be various changes and modifications made without departing from the spirit and scope of the appended claims.

Having described my invention what I claim as new and desire to secure by Letters Patent is:—

1. A truck comprising a comparatively low platform supported on wheels; an upwardly extending swinging frame pivoted at the rear of said truck; an elevated platform at the front of said truck; a support extending upwardly from said platform; a crank shaft on said support; a pinion on said crank shaft; a rack bar riding on said pinion and pivoted to the upper portion of said frame; and elevating means suspended from said frame, substantially as described.

2. A truck comprising a comparatively low

platform supported on wheels; an upwardly extending swinging frame pivoted at the rear of said truck; an elevated platform at the front of said truck; a support extending upwardly from said platform; a crank shaft on said support; a pinion on said crank shaft; a rack bar riding on said pinion and pivoted to the upper portion of said frame; a second crank shaft on said support; and a block and tackle suspended from said frame and connected for operation with said second crank shaft, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CLARENCE A. WILLIAMS.

Witnesses:

HELEN F. LILLIS,

JOSHUA R. H. POTTS.